

PRICE \$2.50 PER MONTH

NEW ADVERTISEMENTS

THEATRE  ROYAL
CITY HALL

THE AMERICAN MUSICAL COM-
AND OPERA COMPANY.

DIRECTORS: MESSRS. P. W. WILLIAMS
AND JOHN F. SHEERIDAN.

TO-MORROW (SATURDAY) EVENING
16TH DECEMBER, 1888.

The Sensational Drama, in 4 Acts,
"THE TICKET-OF-LEAVE MAN."

CAST OF CHARACTERS.

Bob Brierley (a Landscaper)	MR. PEMBERTON
Ed	W. WILLIAMS
Dalton alias "The Tiger"	MR. PHILIP RAY
Hawkins (a Detective)	ALFRED STUBBS
Major Ross	J. F. SHEERIDAN
Mr. Gibson	W. H. WILSON
Malby	H. M. IWANO
George Jones	CH. FISHER

Miss May Edwards, Miss G. W. LEWIS
 Miss Willoughby, "EVA HEATHER"
 Miss Ed. Broadwood (with
 Song), "MAUDE HARE"
 AND
 May Edwards, "YVON PATRY"
 ACT I.—THE BELLEVUE GARDENS.
 ACT II.—MAY EDWARDS' LODGING.
 ACT III.—MRS. GIBSON'S OFFICE.
 ACT IV, Scene 1.—THE BRIDGWAT-
 TERS.
 In this Scene Miss Hare will sing "Sop-
 Stems" from "DES FRAISCHETTES."
 Scene 2.—A STREET.
 Scene 3.—CHURCH & EXTERIOR OF
 GIBSON'S OFFICE.
 During the scene Mrs. GIBSON
 play some favorite Selections and Solo
 the Pianoforte.
 Hongkong, 14th December, 1888.
 IN THE SUPREME COURT OF

PROBATE JURISDICTION.
IN THE GOODS OF WOO SUI CHING,
of Victoria, Hongkong, Trader, Deceased.

NOTICE is hereby given that in accordance with the Provisions of Ordinance No. 1870, Section 3, an Order has been made by Mr. JUSTICE LEACH, the Puisne Judge of said Court, limiting the time for Creditors to send in their Claims to WOO SUI CHAK, the Administrator of the said Estate against the above Estate to the 3rd February 1888, on or before which date all Claims are to be presented.

and persons indebted to the said Estate
 requested to make immediate payments.
 WORTON & DEACON,
 Solicitors for the Estate.
 Hongkong, 14th December, 1888.

**THE HONGKONG HIGH LEVEL TRAIL
 WAYS COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

IT is hereby notified that, on receipt
 of written applications on or before THURSDAY,
 the 20th instant, addressed to the undersigned
 ONE SHARE in the Company (about to be
 incorporated as the FRANK ROSTER
 TRADING COMPANY, LIMITED), will be received
 in respect of each Share held by Shareholder

COMPANY, LIMITED.
If no application be made in pursuance of
terms of this Notice the Shares will be at
once allotted.
A. FINDLAY SMITH
Hongkong, 14th December, 1888.
NAVIGAZIONE GENERALE ITALIA
(FLORIO AND RUBATTINO UNITED COMPANY)
NOTICE TO CONSIGNEES.

THE Steamship
"STURA."
having arrived from the above ports. Consigns of cargo are hereby informed that their Goods WITH THE EXCEPTION OF OPIUM AND VALUABLES, are being landed at their risk into the Godowns known as THE HONGKONG WHARF AND GODOWNS, Whanchoi, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.
Consignees wishing to receive their Goods

to take delivery from alongside may apply Agents Office.

This Vessel brings on cargo—From Mars
by Dr. S. S. *Hoffman, Rabinow.*

No Claims will be admitted after the
have left the Godowns, and all claims must
sent in to the Underwriting before the 25th I
ember, at 4 P.M., or they will not be recogni
ed. If no Insurance has been effected, and a
Goods remaining in the Godowns after the 25
December, will be subject to rent.

CARLOWITZ & Co.
Agents.

Hongkong, 13th December, 1888.

FOR SHANGHAI

THE Steamship

"NINGPO".

Captain F. Sahels, will be despatched for

FOUR P.M. instead of as previously notified.
For Freight or Passage, apply to
SILVERSTEEN & Co
Hongkong, 13th December, 1883. [22]

"GLEN" LINE OF STEAM PACKET
FOR LONDON VIA SUEZ CANAL.
THE Steamship
"GLENARTNEY."
Captain Murray, will be despatched as above
on or about the 26th inst.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Agents.
Hongkong, 13th December, 1883. [23]

MARITIMES.
 PAQUEBOTS POSTE FRANCAIS.
 STEAM FOR
 SAIGON, SINGAPORE, BATAVIA, C
 LOMBO, PONDICHERY, MADRAS
 CALCUTTA, ADEN, SUEZ,
 PORT SAID, MEDITERRANEAN AN
 BLACK SEA PORTS.
 ALEXANDRIA, MARSEILLES, AN
 PORTS OF BRAZIL AND LA PLATA
 ALSO,
 LONDON, HAVRE, BORDEAUX,
 DUNKIRK, AND ANTWERP.

ON WEDNESDAY, 25th INSTANT, the Company's Steamship
"IRAGUADU," Commandant Bretel, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the above
place.
Sails and Specie will be registered for London
as well as for Marseilles, and accepted
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 p.m.
Specie and Parcels until 8 p.m., on the 25th Inst.
Dec. 1888. (Parcels are not to be sent
on board; they must be left at the Agency or
Office). Contents and value of Packages as
usual.
For further particulars, apply at the Company's
Office.
G. DE CHAMPEAUX.

Hongkong, 14th December, 1898.

INTIMATIONS.

1888. NOW READY. 1889.
THE CHINA DIRECTORY.
(Twenty-Sixth Annual Issue).
COMPLETELY REVISED AND ENLARGED.
Royal 8vo., pp. 1,200. Price, 50s.
SMALLER EDITION, 8vo., pp. 816. Price, 30s.

THE CHINA DIRECTORY
has been thoroughly revised and brought up to date, and is again much increased in bulk.

WE HAVE RECEIVED A FURTHER
SUPPLY OF XMAS GOODS, viz—

ROSE PRALINES.
VANILLA PRALINES.
BUTTER SCOTCH.
EVERETT TOFFEE.

MUSCATELS.
FIGS.
JORDAN ALMONDS.

CHOCOLATE.
CHOCOLATE CREMES.
CHOCOLATE MENIER.

FRENCH, ENGLISH, AND AMERICAN
SWEETS.
RIMMEL'S FLOREAL
AND
ROSE WATER, CRACKERS, &c., &c.

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.
Hongkong, 5th December, 1888.

NOTICE TO CORRESPONDENTS.
Communications on Editorial matters should be
addressed "The Editor," and those on business "The
Manager," and sent to individuals by name.

Correspondents are requested to forward their names
and addresses with communications addressed to the
Editor, not for publication, but as evidence of good
faith.

All letters for publication should be written on one
side of the paper only.

Orders for extra copies of the Daily Press should be
sent before 11 a.m. on the day of publication.
After that hour the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, DECEMBER 12TH, 1888.

The transfer of Mr. Satoru to Montevideo
leaves the office of Minister Resident and
Consul-General in Siam vacant. The post
is one which is becoming every day of more
importance. The extension of the British
protectorate over the states of the Malay
peninsula has brought us close to the Siamese
frontier, and various questions will almost
necessarily arise with Siam which will re-
quire an able man to conduct them to a
satisfactory issue. The relations between
France and Siam also want watching, for
although the colonising fever in France has
subsided for the time being, it is not long
since schemes for the aggrandisement of the
French Indo-China possessions at the expense
of Siam were in progress. The con-
struction of railways in the country is now
under consideration, and should the decision
be in favour of the new means of communi-
cation a great extension of trade may be ex-
pected, which means the growth of foreign
interests. For all these reasons it is eminently
desirable that a strong and able man should
be appointed as British Minister. Whether
Mr. CHARLES ALABASTER would be pre-
ferred to exchange the use of his Consulate
at Canton for the more serious responsibility
of the Ministry at Bangkok, and
it may be added, for the worry
and annoyances which of late has at-
tended the exercise of the Consular jurisdic-
tion over British subjects in Siam, we are not
aware, but we think it would be impossible
to find a better man for the post. Mr.
ALABASTER is the best of the British
Consuls in China, as he is almost
the senior, and the long connection of his
late brother Mr. HENRY ALABASTER with
Siam should make him a *persona grata* at
Bangkok. He has always done a great deal
for every community he has served, and he,
if any one, might be expected to re-establish
harmony amongst the British com-
munity at Bangkok, a matter in itself of no
small moment. But it is on account of
the growing political importance of the
position of Minister Resident in Siam that we
would more especially urge Mr. ALABASTER's
appointment. At Canton Mr. ALABASTER
has comparatively little scope for the exercise
of his abilities, but at Bangkok, where events
are likely to move rapidly during the next
few years, he would be able to render real-
ly valuable service to his country. The Canton
community would no doubt be sorry
on personal grounds to part with Mr.
ALABASTER, but they would be glad to see
him receive promotion in the service, which
in his case has been so well merited.

Some months ago the idea of providing a
gas supply for the Peak was discussed in
these columns. We are glad to learn that
arrangements have now been made by the
Gas Company to lay a main to that district.
The works expected to be completed in a
few months, and next season the residents
on the heights will enjoy the luxury of
having gas instead of the kerosene lamp
instead of oil. The change will do
much to further popularise the already
popular and rapidly growing Peak district.
Within the next year or two probably Kow-
loon will also be placed in the enjoyment of
gas as its illuminant, for that district is like-
wise increasing rapidly. Meanwhile we hope
the interests of the residents of Victoria,
both as regards the quality and price of gas,
will not be lost sight of. It would be com-
plaints on these heads are still frequent. We
believe the idea has been mooted in Go-
vernment circles of buying out the Gas
Company and taking the works over on
public account, as has been done in many
of the most gratifying results, in many of the large
towns of England. The proposal, so far as
we are aware, has not yet assumed definite
form, but it is one well worthy of considera-
tion. The gas supply, like the water supply,
ought to be in the hands of the community
itself, and not a monopoly of a Company
whose only object is big dividends. The Gas
Company pays 12½ per cent. on its capital.
The colony could borrow all the money it
wants at 4 per cent. and supply itself with
gas at a much more moderate rate than is
charged by the Company.

H. M. S. Wanderer, Commander G. A. Chif-
ford, R.N., arrived at Singapore from Hong-
kong on the 5th inst.

The Austrian corvette *Puma*, Captain Emil
von Willebrandt, arrived at Singapore on the
5th inst. from Hongkong.

Mr. F. W. Cross, the Manager of the Gas
Works, has received a telegram from the
Colonial Office, authorising him to proceed with
the laying of a main to carry gas to the Peak
district. The work will be commenced shortly,
and it is hoped the main will be laid by April next.

The *Singapore Free Press* of the 30th Novem-
ber says:—The *Hydra*, the latest addition to the
local fleet, arrived from Del. this
morning. She will be put on the run to Bang-
kok. We hear that there are still two more
fine-funnels to come, one for the Straits of Ma-
lacca trade and one to put on the Western
Australia Line, which trade is at present en-
tirely in the hands of the owners of the steamer
Australoid.

Referring to the first occasion on which the
Propontis put back to Singapore, the *Free Press*
of Wednesday, 1st inst., says:—The steamer
Propontis, which left on Monday afternoon
for Hongkong, put back to Singapore this morn-
ing. It appears that a certain brand of Japanese
oil, which, according to orders received from Hong-
kong, was supplied to her here, was found to be
unsound for burning, and the boiler was unable
to get up sufficient steam with the coal in the
stowage to Hongkong against the monsoon.

Referring to the continuation of the
Pangloss Mining Company, the *Singapore Free
Press* says:—It will be seen from our adver-
tising columns that Mr. H. M. Becher has
already established himself as a Consulting
Mining Engineer in Singapore, with offices in
D'Almeida Street. After giving details of
Mr. Becher's staff, our contemporary proceeds:
"It seems to us that this enterprise of Mr.
Becher's is perhaps the most striking evidence
that has yet been furnished as to the wealth of
the mineral resources of the Peninsula. It is a
man of the mining experience of experience be-
lieves that mining is a profitable business, and
immediate future as to furnish ample employ-
ment for a consulting engineer and surveying
staff in Singapore. Mr. Becher evidently looks
upon the mining industry as a part of the
prosperity of the Peninsula, and the fact that he is
investing his time, experience, and money on the
strength of this belief is a token of the firm faith
he has in the prospects of his new enterprise."

The *Singapore Free Press* of the 5th inst.
says:—The first application under the new
Bankruptcy Ordinance was made in the Su-
preme Court here on Monday morning. The
Justice yesterday morning by Mr. William Na-
son on behalf of Messrs. Guthrie & Co., and
of rather an unusual nature. A Chinese trader
here died last night, and there was no one will-
ing to take the administration of the estate.
Subsequently a brother came from Siam and
spoke of a small composition, which the creditors
would not listen to; the more so as there was
nothing to think that the deceased had not a
claiming and petition for the Administration of
the Estate in Bankruptcy under the new
law was filed and application was immediately
afterwards made to the Court for the appoint-
ment of Mr. Henry the Official Assignee, as
interim receiver pending the hearing of the
petition on Monday. The order was made and
the official assignee immediately took possession
of the estate. Mr. W. Naeson, the Chinese con-
sulting engineer, was present at the hearing, and
was walking with quick steps, for until this
Ordinance it would have been the work of
weeks, probably to do anything effectual, and
that the very thing which had been the cause
of the trouble. There will probably be more
surprises in store under the new Ordinance.

On Wednesday night Christmas's Circus
and Menagerie presented a French programme.
Owing in a great measure to the inclement state of
the weather the house was very thin, but there was
no lack of interest in the programme which
was given throughout in an excellent manner.
The great attraction of the evening was the
act rendered by Mr. George Harrison, which
was loudly applauded, being perhaps the clever-
est and most successful of the kind seen in the
Colony. Miss Le Blonde Harrison, as
"Diana, the Huntress," in which she gave a
difficult and faultless exhibition of art and
endurance, a number of her pupils, who met
with well merited applause. Her trained pi-
gon was also very well received, although in
one or two instances the birds were obstinate
and refused to carry out their performance.
The horse "Duke," introduced by Mr. Chis-
tall, walked and performed many clever ac-
tions, finishing up by walking round the ring
with his hind legs. As elephants were put
through their old performance by Mr. Aladin,
and as they generally do, excited a deal of
amusement. Mr. H. Benham in a clowning act
performed several feats of hand balancing and
tumbling, which were very cleverly done. The
Japanese introduced, as billed, a large num-
ber of new balancing feats, all of which were
performed to perfection. The breaking ladder act,
a most wonderful feat of skill and strength,
was successfully performed by Master Fagot,
assisted by his brother, who was loudly cheered
for his plucky horse riding. The clowning was
a considerable improvement on that of the previous
evening. The menagerie was well patronised
throughout the evening, the great attrac-
tion being the large bear, which has been lately
added to the collection, and which is a most
formidable looking reptile.

LATEST TELEGRAMS.

[FROM SINGAPORE PAPERS.]

LONDON, 29th November.
LORD SALISBURY AT EDINBURGH.
Lord Salisbury, speaking at Edinburgh,
appealed to Scotch voters not to support Home
Rule, and said that if they abstained he was
convinced the dissolution of the Separatist party
would result.

LONDON, 2nd December.
THE RUSSIAN LOAN.
An Imperial Uss has given sanction to a
four per cent. Russian loan for 125,000,000
roubles, for the purpose of conversion of the
loan of 1877.

CHUOKSHANK & CO., LIMITED.
The statutory meeting of the above Company
was held yesterday afternoon at the Hongkong
Hotel. There were present:—Mr. W. C. Mc-
Culloch (Chairman), Dr. McCulloch, A.
Bain, C. Grant, C. A. O'Leary, J. McNeill, and
A. B. Reidy, (of the office of Mr. Webber) sol-
licitor.

The Chairman said:—Gentlemen, this meet-
ing is the statutory meeting of the Company,
under the Companies Ordinance of 1865, and is
purely formal. This being so, there is no busi-
ness before the meeting, but I may take this
opportunity of saying for the information of the
shareholders, that the business has pro-
gressed very favourably since the formation
of the Company. I thank you for your attendance
here to-day.

The meeting then dispersed.

VICTORIA REGATTA, 1888.

The regatta of the Victoria Recreation Club
was started yesterday, when the first day's
programme, with one exception, that of the yacht-
ing race, was gone through. The P. & O. lighter
Katie was utilized for the occasion as a flag-
ship, and anchored off Kowloon point formed both
the winning post and the rendezvous where
throughout the day visitors met and speculated
on the chances of the races. During the after-
noon the Band of the 58th Regiment played,
under the conductorship of Mr. Moran, on the
flagship, and tiffin and refreshments were pro-
vided for Messrs. Donajewski and King Koo. Dull
drizzling rain, and a murky cold atmosphere,
were ushered in with the early morning, and
when at eight o'clock several smart showers of
rain fell, it was thought by everybody that
the Regatta would be postponed. The authori-
ties, however, decided to let the race proceed, and
accordingly at 10 o'clock the regatta started.
The only race during the course of which the
day was at all clear was the Ladies' Race, when

by Lookhart's crew, and it is to the credit of the
sudden calm on the water that the *Victoria*,
the victor, and in some small manner to the
storing of the boats pulled by some of their
otherwise dangerous opponents. Although there
might have been some collisions, however, be-
tween the Secretary of the Club and the clock
of the weather, no one will grudge the Scotch-
man their victory, although patriotism should assert
itself in the breast of every true English-
man to the extent of urging him to pray
for a different result in the International co-
proceedings and one that tended to live up
to the spectators, depressed by the weather, was
the enthusiastic manner in which the par-
tisans of the various army and navy crews cheer-
ed on their parties and greeted the winners.
The result of this was in one instance a palpa-
ble win, as we do not imagine that the *Ubiq-*
pulled in the second race on the programme
by the Royal Artillery, would have been in the
finish at all had it not been for the backing up
of their supporters at a critical moment, which caused
them to take heart again and eventually win the
race.

The following were the Officers connected with
the Regatta:—Patron: His Excellency
Sir G. William de Grey, K.C.M.G. Vice-
Patron: His Excellency Lord-General Cam-
eron, C.B.; Commodore Maxwell, R.N., A.D.C.
Stewards: Colonel Anderson, Northamptonshire
Regiment; Hon. J. Bell, Ireland, Colonel Cra-
ter, R.A.; Hon. W. M. Deane, Mr. W. H. For-
bes, Mr. D. Gillespie, Mr. T. Jackson, Hon. B.
Layton, Captain May, R.N.; Mr. St. C. Michael-
son, Commander Smythies, R.N.; Colonel Store-
R.E.; Hon. H. E. Wodehouse, C.M.G.; Mr. E. L.
Woodin. Committee:—Mr. H. J. H. Trip-
(Chairman), Mr. A. Danison, Major Ellis, Mr.
E. Fredericks, Mr. P. Grinble, Mr. F. Koch,
Mr. J. Sampson, Mr. C. H. Thompson. Hon.
Secretary:—Mr. J. H. Stewart-Lochhart. Hon.
Treasurer:—Mr. T. R. Wright. Judges of the
Rowing Races:—Commander Ramsey, R.N.,
and Mr. R. K. Leigh. Umpires and Starters:
—Rowing:—Starter:—Mr. J. Andrew, Umpire,
—Mr. L. Woodin; Yachts:—Mr. G. O. An-
derson; Open Sailing Boats:—Mr. E. Bur-
dick of the Sailing Race:—Lieut. Bell, R.N.
Clerk of course:—Mr. Sampson.

Everybody was glad to see Major Ellis come
home a winner, and his crew, who had
fought battle with four other crews, and
much sympathy was expressed for his losing his
principal race, the Ladies' Race, through bad
stowing, which, speaking generally, was the most
erratic we ever remember having seen. Earning
White's turns at the poles, and the efforts of
the youngsters who pulled Messrs. Russell's
hired boat to victory in the Hong Race, the steering
throughout was disreputable and caused differ-
ent results from what should have been re-
gistered in many races. During the earlier part
of the day junks, sampans, and steam-launches
kept moving into the line of racing, and
seriously disconcerted the carsmen. Owing
to some misunderstanding between the Police
and the Harbour Master, which ended in a
slight departmental "riff" there was no police
boat on duty, and it was not until late in the
afternoon that one of the harbour office launches
was put on to do the work and keep the course
clear of intruders.

The sailing races were tame in the extreme
and there was hardly any competition to speak
of. The crews of the boats had the pleasure of
long weary waits for hours off Stonewall, and
owing to a little wind was falling off.
The very nature of the programme, the pre-
siding with regard to the sailing boats was the
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of. The crews of the boats had the pleasure of
long weary waits for hours off Stonewall, and
owing to a little wind was falling off.
The very nature of the programme, the pre-
siding with regard to the sailing boats was the
principal race, the Ladies' Race, through bad
stowing, which, speaking generally, was the most
erratic we ever remember having seen. Earning
White's turns at the poles, and the efforts of
the youngsters who pulled Messrs. Russell's
hired boat to victory in the Hong Race, the steering
throughout was disreputable and caused differ-
ent results from what should have been re-
gistered in many races. During the earlier part
of the day junks, sampans, and steam-launches
kept moving into the line of racing, and
seriously disconcerted the carsmen. Owing
to some misunderstanding between the Police
and the Harbour Master, which ended in a
slight departmental "riff" there was no police
boat on duty, and it was not until late in the
afternoon that one of the harbour office launches
was put on to do the work and keep the course
clear of intruders.

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afternoon that one of the harbour office launches
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clear of intruders.

"Shamrock"—Third.
Station No. 4.—Black and Red Sash.
Bow, G. L. Dunne 1st. 10lb.
No. 2, G. H. Potts 11st. 10lb.
No. 3, W. Powell 12st. 10lb.
Stroke, E. B. Shepherd 13st. 10lb.
Cox, M. Fredericks 14st. 10lb.

"Korablum".
Station No. 3.—White with Blue Sash.
Bow, W. D. Bradwood 1st. 10lb.
No. 2, J. H. Potts 11st. 10lb.
No. 3, J. S. Legge 12st. 10lb.
Stroke, A. Denison 13st. 10lb.
Cox, J. T. Tigh 14st. 10lb.

"Victoria"—Third.
Station No. 2.—White and Blue with St.
Andrew's Cross.
Bow, E. Blair 1st. 10lb.
No. 2, J. A. Fredericks 11st. 10lb.
No. 3, J. S. Legge 12st. 10lb.
Stroke, J. H. Potts 13st. 10lb.
Cox, W. Stapan 14st. 10lb.

"Victoria"—First.
Station No. 1.—Black and Red Sash.
Bow, W. Taylor 1st. 10lb.
No. 2, G. L. Dunne 11st. 10lb.
No. 3, T. Dalry 12st. 10lb.
Stroke, Major Ellis 13st. 10lb.
Cox, J. T. Tigh 14st. 10lb.

"Victoria"—Second.
Station No. 4.—Red and Black Sash.
Bow, M. J. Jameson 1st. 10lb.
No. 2, J. A. Fredericks 11st. 10lb.
No. 3, J. S. Legge 12st. 10lb.
Stroke, E. B. Shepherd 13st. 10lb.
Cox, M. Fredericks 14st. 10lb.

"Victoria"—Third.
Station No. 2.—White and Blue with St.
Andrew's Cross.
Bow, J. Little 1st. 10lb.
No. 2, W. D. Bradwood 11st. 10lb.
No. 3, A. Denison 12st. 10lb.
Stroke, J. H. Potts 13st. 10lb.
Cox, W. Stapan 14st. 10lb.

"Victoria"—Fourth.
Station No. 3.—White with Blue Sash.
Bow, J. S. Legge 1st. 10lb.
No. 2, A. H. Ough 11st. 10lb.
No. 3, G. H. Potts 12st. 10lb.
Stroke, G. O. Rochford 13st. 10lb.
Cox, G. A. White 14st. 10lb.

"Victoria"—Fifth.
Station No. 4.—White, Red Sash.
Bow, J. S. Legge 1st. 10lb.
No. 2, A. H. Ough 11st. 10lb.
No. 3, G. H. Potts 12st. 10lb.
Stroke, G. O. Rochford 13st. 10lb.
Cox, G. A. White 14st. 10lb.

"Victoria"—Sixth.
Station No. 1.—White and Blue with St.
Andrew's Cross.
Bow, W. Taylor 1st. 10lb.
No. 2, G. L. Dunne 11st. 10lb.
No. 3, T. Dalry 12st. 10lb.
Stroke, Major Ellis 13st. 10lb.
Cox, J. T. Tigh 14st. 10lb.

"Victoria"—Seventh.
Station No. 2.—White and Blue with St.
Andrew's Cross.
Bow, J. Little 1st. 10lb.
No. 2, W. D. Bradwood 11st. 10lb.
No. 3, A. Denison 12st. 10lb.
Stroke, J. H. Potts 13st. 10lb.
Cox, W. Stapan 14st. 10lb.

"Victoria"—Eighth.
Station No. 3.—White with Blue Sash.
Bow, J. S. Legge 1st. 10lb.
No. 2, A. H. Ough 11st. 10lb.
No. 3, G. H. Potts 12st. 10lb.
Stroke, G. O. Rochford 13st. 10lb.
Cox, G. A. White 14st. 10lb.

"Victoria"—Ninth.
Station No. 4.—White, Red Sash.
Bow, J. S. Legge 1st. 10lb.
No. 2, A. H. Ough 11st. 10lb.
No. 3, G. H. Potts 12st. 10lb.
Stroke, G. O. Rochford 13st. 10lb.
Cox, G. A. White 14st. 10lb.

"Victoria"—Tenth.
Station No. 1.—White and Blue with St.
Andrew's Cross.
Bow, W. Taylor 1st. 10lb.
No. 2, G. L. Dunne 11st. 10lb.
No. 3, T. Dalry 12st. 10lb.
Stroke, Major Ellis 13st. 10lb.
Cox, J. T. Tigh 14st. 10lb.

"Victoria"—Eleventh.
Station No. 2.—White and Blue with St.
Andrew's Cross.
Bow, J. Little 1st. 10lb.
No. 2, W. D. Bradwood 11st. 10lb.
No. 3, A. Denison 12st. 10lb.
Stroke, J. H. Potts 13st. 10lb.
Cox, W. Stapan 14st. 10lb.

"Victoria"—Twelfth.
Station No. 3.—White with Blue Sash.
Bow, J. S. Legge 1st. 10lb.
No. 2, A. H. Ough 11st. 10lb.
No. 3, G. H. Potts 12st. 10lb.
Stroke, G. O. Rochford 13st. 10lb.
Cox, G. A. White 14st. 10lb.

"Victoria"—Thirteenth.
Station No. 4.—White, Red Sash.
Bow, J. S. Legge 1st. 10lb.
No. 2, A. H. Ough 11st. 10lb.
No. 3, G. H. Potts 12st. 10lb.
Stroke, G. O. Rochford 13st. 10lb.
Cox, G. A. White 14st. 10lb.

him than he showed crew. The *Victoria*'s crew,
noting that the boat was in the rear, struck
suddenly to their work, and in response to a call
gave a shout, gripping the water in right good
earnest, the result being that when half the
course was covered, the *Victoria* and *Look* were
leading. The *Shamrock*'s crew had in the mean-
time been sticking closely to their work, but
seeing that the *Victoria* went away, they did not
doubt felt disheartened and gave up. Having
noticed the lead the *Victoria*'s crew and the
race entirely within their hands, and ultimately
passed the winning post about two and a half
lengths in front.

SOLDIERS AND SAILORS GIG RACE, distance,
one mile; entrance, \$1; first prize \$15; second,
85; time allowed for oars, 8 seconds per car.
Royal Artillery's Ubiq. 1
Royal Artillery's Gunner 2
Victoria's Ubiq. 3
Victoria's Gunner 4
For this event there were four other competi-
tors, the only one of these that proved at all
dangerous was the gig from the *Victoria*. The
three boats were together at the half mile
distance, and at the 3/4 mile distance, positions were
not much altered. Then the Ubiq. crew, who
were when it was ascertained that she was safe
for a win at interest was contented in the Gunner
and the *Victoria*'s crew, who were not much
excited about the matter. Ultimately both
boats came very close to the leader but could not
catch her, and she landed the event safely, a
length from the Gunner, which beat the set gig
by about 3 feet. The winning crew were estimat-
edly pulled by a large crowd of friends, and
were pulled bodily after their launch after the
well won victory.

"GEMINUS CUP," presented by the German Com-
munity, for four-oars; distance, one mile;
entrance, \$10.
"Rose"—First.
Station No. 1.—Black and Red Sash.
Bow, W. Taylor 1st. 10lb.
No. 2, G. L. Dunne 11st. 10lb.
No. 3, T. Dalry 12st. 10lb.
Stroke, Major Ellis 13st. 10lb.
Cox, J. T. Tigh 14st. 10lb.

"Victoria"—Second.

NOTICES OF FIRMS.

NOTICE.
I HAVE this day taken sole charge of
Mr. A. COXON'S BUSINESS.
G. S. COXON.
WITH Reference to the above, I have
this day commenced business as
SHARE & GENERAL BROKER, COXON.
Hongkong, 10th December, 1888. [275]

NOTICE.
I TAKE NOTICE that Mr. CHAN CHAN
TAM left by Employment on the 31st
day of August last, and is now in no way con-
nected with my firm or business, and all
authority, either to sell or purchase or for any
other thing has been withdrawn from him, and
further I beg to inform the public that the
labels on FIRE CHACKERS manufactured or
sold by me will bear my old Hong Name of
"MAEN SHING" and without this name
attached none will be genuine, and any brand
without the name "MAEN SHING" or with
an additional character will be a fraud. Any
Person found guilty of imitating will be pro-
secuted and punished according to law.
Dated this 20th day of November 1888.
2143 MAEN SHING.

NOTICES TO CONSIGNEES.

**AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.**

NOTICE TO CONSIGNEES.
FROM TRIESTE, ADEN, BOMBAY,
COLOMBO, PENANG, & SINGAPORE.
The Steamship

"BERENICE."
In connection with the S. S. *Berenice* from Cal-
cutta and Madras, having arrived from the above
Ports, Consignees of Cargo are hereby informed
that their Goods, with the exception of Opium,
are being landed at their risk into the Godowns
known as "The Hongkong Wharf and God-
owns," Wharfe, whence delivery may be obtained.
Consignees wishing to receive their Goods on the
Wharf are at liberty to do so.
No Claims will be admitted for the Goods
have left the Godowns, and all claims must be
sent to the Underwriter before Noon, on the
11th INSTANT, or they will not be
admitted.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 11th
instant, will be subject to risk.
Bills of Lading will be countersigned by
O. BARNHART.
Hongkong, 8th December, 1888. [5]

**CANADIAN PACIFIC STEAMSHIP
COMPANY.**

NOTICE TO CONSIGNEES.
S. S. "ABYSSINIA."
FROM VANCOUVER, YOKOHAMA,
AND NAGASAKI.

THE above Steamship having arrived, Con-
signees of Cargo are hereby informed that
their Goods, with the exception of Opium,
are being landed at their risk into the God-
owns, and all claims must be sent to the
Underwriter before Noon, on the 11th INSTANT,
or they will not be admitted.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 11th
instant, will be subject to risk.
Bills of Lading will be countersigned by
O. BARNHART.
Hongkong, 8th December, 1888. [5]

**ADAMSON, BELL & CO.,
Agents.**
Hongkong, 12th December, 1888. [18]

**TO CONSIGNEES OF SPECIAL CARGO
EX O.S.S. CO. S.S. "EDMOND,"
FROM LIVERPOOL.**

SHIPPING Orders must be obtained from the
Underwriter not later than the 18th inst.,
for shipment per steamer "EDMOND."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th December, 1888. [2251]

OCEAN STEAMSHIP COMPANY.

**CONSIGNEES per Company's Steamer
"SARFEDON."**

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the Go-
downs of the Underwriter, in both cases it will
be at Consignees' risk. The Cargo will be ready
for delivery from Coffer Godowns on and after
the 15th inst.
Goods undelivered after the 20th instant,
will be subject to rent. All damaged Goods
must be left in the Godowns, where they will be
examined at 11 A.M. 20th inst.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th December, 1888. [2251]

MIDWIFE AND MONTHLY NURSE.

**MRS. MACLEOD, a CERTIFICATED MID-
WIFE, is prepared to attend LADIES
or to Act as NURSE. First Class Testimonials
Address Care of MRS. LUNATON, ASTORIA,
HONGKONG, 14th September, 1888. [1889]**

J. A. F. N. B. U. R. K.

**MANUFACTURER
OF FIRST
CLASS
FURNITURE AND UPHOLSTERY,
COLLEGE CHAMBERS.**

DRAWING ROOM AND DINING ROOM SUITS,
LOUNGES AND EAST CHAIRS,
SIDEBOARDS, WARDROBES,
DRESSING TABLES AND TABLES FOR WASH-
STANDS, MARBLE AND GILT GLASSES.

**SILK DRESSES IN VARIOUS COLOURS.
TAYLOR'S IN LATEST DESIGNS.**

GREAT REDUCTION IN PRICES.
TAYLOR'S, 20th April 1888. [11]

COAL MERCHANT.

has always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF
"COAL." FOR SALE AT MODERATE PRICES.
No. 55, PRINCE STREET, 1888. [1533]

P. O. N. G. PHOTOGRAPHER.

Has just added to his COLLECTION
of VIEWS some NEW SCENES and Photos.
of the "TOWER" and "TOWER" and "TOWER"
in his Studio or at Messrs. K. M. & W. S. S. S.
J. O. Y. MINIATURES of Superior Quality and
of Excellent and High Finish. Permanent
ENLARGEMENTS of Photos, and VIEWS and
reproductions of the same on Paper, Canvas, or
Oval.
INSTANTANEOUS VIEWS, GROUPS and POR-
TRAITS are taken in any state of the weather,
and all Permanent Processes, are executed on
Moderate Terms.
STUDIO-ICEHOUSE LANE. [18]

WINTER TIME TABLE.

THE KOWLOON FERRY.

"MORNING STAR."

Runs Daily as Ferry Boat between PEDDER'S
WHARF and Tsim-Tsa-Tsui at the following
hours:-

Leaves Leaves Leaves Leaves
Kowloon Kowloon Kowloon Kowloon
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